



News Nautique[®]

November/December 2003

Alameda • Channel Islands • Marina del Rey • Newport Beach • San Mateo • Sausalito

From the Helm

by Don Durant

Another US SAILING Annual General Meeting is history, this time held in St. Louis, which was enjoying excellent weather. The Championship of the Committees Race, was held this year in model, radio-controlled sailboats — a first.

Another first, the new president is Janet Baxter, US SAILING's first woman at the helm. It seems this last bastion of blue blazerdom is really succumbing to the pressures of the twenty-first century. Janet, who was one of US SAILING's youngest board members in 1987, has a long and active history of being a strong advocate for expanding membership and pushing for outreach programs. This bodes well for the infant Council of Cruising Sailors, which is designed to promote programs and services of interest to non-racers, which happen to make up the bulk of Club Nautique members. If you're interested in getting involved, I recommend it. My personal involvement with US SAILING, which is approaching the end of its first decade, has been immensely rewarding and educational. The organization has its share of challenges, but it is also blessed with a broad cross section of enormously talented people who have a passion for sailing in common. Please feel free to email me (ddurant@clubnautique.net) or call me at (510) 521-5544 x36 if you'd like to learn more about participating.

While we're on the subject of US SAILING, congratulations are in order. Tom Dameron, of Club Nautique Marina del Rey, has recently become the organizations second Offshore Passage Making Instructor, joining Mike Warren

— continued on page 11 —

Summertime In The San Juans

Story & photos by Winston Bumpus



If you are tired of reading sea stories about a perfect week of sailing, then skip this story. That's because Club Nautique's trip, organized by Margaret Spencer, to sail in the Pacific Northwest was just one of those weeks. It was a week of perfect weather, beautiful islands, good planning, and competent crews. It all added up to the perfect sailing adventure.

The plan was to get to Seattle by Sunday morning so we could pre-cruise and provision the two 35 foot catamarans that we had chartered from

Windworks Sailing in Seattle. The club is located in the Shilshole Marina on the Puget Sound, a great starting point for a trip to the to the San Juan Islands. We planned to be in the San Juans by Monday night and be back to the Marina by Friday afternoon.

The crews of the two boats consisted of people with a variety of sailing skills, everything from BK1 to CPM experienced sailors. I had cruised a little in the Puget Sound a couple of

— continued on page 4 —

Inside This Issue

- | | |
|------------------------------|------------------------|
| 2 Seminars & Cruises | 11 Sea Stories Wanted! |
| 4 CharterSharing & Flotillas | 11 Trainer For Sale |
| 6 News From The Bases | 12 CharterShare News |
| 8 Indian Summer | 13 Charter Chatter |
| 9 Fleet Notebook | 15 Web Site Update |
| 11 Events Calendar | 16 Winer Reminders |
| 11 Online Store | |

Seminars & Cruises

Night Sail Out The Gate

If you've never sailed outside the Gate and returned at night (or even if you have), you're in for a treat. The sight of the Gate at night with the City and East Bay hills as a backdrop is spectacular. Don't miss the chance to participate in this truly unusual sail. No certification is required, just a desire to discover the delights of sailing beyond the bay at night.

Depart Sausalito at 1300 hours with a Club Nautique instructor as your guide, head out the Gate and depending on conditions, sail north up Bonita Channel or west toward the San Francisco Sea Buoy. Return to the dock at 2100, after experiencing an exhilarating sail under the Golden Gate at night.

Due to regulations beyond our control we must limit the number of crew to six. However, if there is enough demand we will try to accommodate everyone by adding another boat.

One last thing, a PFD and a harness with tether are mandatory for this cruise. Please make sure you bring them with you.

Details: 1300-2100, January 17, 2004, Sausalito, members \$145, nonmembers \$195. Cancellations: Up to 7 days in advance no charge. Thereafter 50% unless we can fill your spot.

Festive Holiday Sail and Dinner

Join Club Nautique, Marina del Rey, for a holiday celebration like no other. We will take advantage of the beautiful winter weather to sail Santa Monica Bay for the afternoon. Our boats will depart the docks at 1430. A sumptuous, catered dinner will follow the sail, complete with entertainment, prizes, surprises and other fun stuff. Members are free to come sailing only, join us for dinner and the evening activities only, or go all out and make it a full day of holiday cheer!

Details: December 20, Sail 1430, Dinner 1730. Call 310-822-4478 now for details and to make reservations.

Who's Feeling Knotty?

Have you ever wanted to tie up your friend or lover... Oh, wait, wrong publication. Have you ever seen a dragon bowline, or wondered what a flying bowline is? Find out in this six hour presentation. We will cover the six essential knots of sailing as well as some of the more esoteric knots we think you should know. We'll also dive into the more intricate worlds of splicing and whipping. Get intimate with such basic materials as nylon, dacron, polypropylene. Plus, meet the exotics; spectra, vectran, technora, and carbon fiber/Kevlar. The seminar includes the text *Knots and Splices*, plus enough line to get, dare we say it, all tied up in knots. To find out more you'll have to attend. But hurry, we only have room for ten.

Details: Members \$30, nonmembers \$40. December 6th, February 14th, 0900-1600, Alameda. Call the club to reserve.

Heavy Weather Sailing Seminar

During this all day seminar we talk a little about how to avoid heavy weather, more on how to recognize that it is coming your way, and a lot on what to do to minimize its negative effects on the boat and the crew. There is a classroom presentation in the morning, with a hands-on demonstration in the afternoon that includes, among other things, setting a sea-anchor. Maximum of 6 students, so reserve early to guarantee your seat.

CPM instructor, Kay-John Kavanaugh, who despite his misleading Irish name, is a sailor from Germany with a broad range of experience sailing the North, Baltic, and Mediterranean Seas, as well as Florida, the Bahamas, and West Coast of the US. He is a German Sailing Association certified sailing instructor and German Government licensed boat captain. Some of the heavy weather boat preparation and boat handling tactics covered in this clinic come from his first hand experi-

ence while sailing the Baltic and North Seas in heavy weather conditions.

Details: 0900-1700, September 6th or December 13th, Alameda, members \$160, nonmember \$200. Cancellations free up to 7 days prior to the clinic, thereafter 50%.

Charter Orientation

This 2 1/2 hour workshop is designed to help you charter here on San Francisco Bay. We dissect the spreadsheet that is our charter rate sheet and make sure that you know all of the rules that will help you have a more enjoyable charter. We pull out several charts of the Bay area and cover places to go, things to do, and things not to do. This workshop is free to members and graduating students and is offered each month in each location. For current dates, see the events calendar in this newsletter.

Explore The Bay Days

We think there are lots of folks out there that would like to try something a little different but are just a little hesitant to go messing about in unfamiliar territory. That's where we come in. We've got a one day cruise scheduled that will show you some of the lesser known destinations on San Francisco Bay. Experience restaurants, picnic sites, marinas, and special out of the way places to spend the night. Discover the ins and outs of places it has taken others years to discover.

At the same time we'll acquaint you with the procedures for entering a new marina, negotiating a narrow channel, navigating the bay and more. In fact, we'll attempt to answer any question you have about yachting on the bay. To cover as much ground as possible, we'll be using our Mainship 34 in Sausalito.

Here's what we have in mind: Leave Sausalito aboard Sugaree heading toward San Pablo Bay. We'll spend a little time exploring around China Camp, McNear's Beach, Point San

Pablo, The Brothers, Paradise Cove, Richmond and whatever we have time for, or that you want to explore. Then we'll work our way along Berkeley, Emeryville and the Oakland Estuary before heading back up the city front and home to Sausalito. The itinerary is not written in stone. We'll use your input to tailor the cruise to meet your needs. We think it's a great way to get to know the bay, especially areas of little renown. We hope you agree. Maximum number of passengers is six.

Details: 0900-1700, November 15, Sausalito, \$175 members and their guests, \$235 nonmembers. Cancellations are free up to 7 days prior to the clinic, thereafter 50%.

Diesel Engine Seminar

For those of you who missed last season, this is your first chance this year to explore the mysteries of the diesel engine. Check it out!

There are few moments more unnerving during the course of a charter than when you push that magic button to start your engine and nothing happens. Having a working knowledge of diesel engines can help to minimize the effects of that moment, get you home on schedule, and make you look like a sailing god to your guests.

Instead of calling "Pan-Pan," Vessel Assist, the Coast Guard, or the club there are some basic things you can do to trace the causes of most problems and save the day. This presentation includes a simple explanation of how a diesel works utilizing handouts, witty repartee, a slide presentation, and a trip to the boats for a hands-on look at these wily beasts.

Details: 1000-1330, November 22nd and February 7th, Alameda, members \$15, nonmembers \$25, (Ultimate members - no charge). Call us at 1-800-343-7245 to enroll.

Motoring Clinic

Just the sound of this clinic really gets the old blood pumping! Makes you want to jump right up and reserve a spot for everyone you know. Sure, right,

even I'm trying to stay awake and I'm promoting this affair. But hey, have you ever tried to dock *Siena* our Hunter 37 in Sausalito in a 10 knot crosswind and a raging ebb... now that really does get the old blood pumping!

Listen, years of experience tells me the most harrowing and expensive moments of the day for most sailors comes when approaching or leaving a dock or mooring. Especially if you're in a crowded anchorage or marina with little or no room to maneuver. Those are the moments when the most gelcoat damage is done. We've all been there. Hell I've been there! You need forward, no reverse, wait left rudder, no right, give it throttle (oops too much), I need reverse (oh wait I'm in reverse), oh hell get out the boat hook and start fending off! It can be an awful experience and let's face it, it's not a fun way to start or end the day.

Well, with some instruction and a little practice you can change all that. Let us help you build your confidence in and around the docks. During this one day clinic we will show you how to confidently dock a boat in crosswinds and adverse currents. We'll review pulling in and out of slips, parallel docking, use of spring lines, backing into a slip, and more.

Take this one day clinic! It may sound boring, but after you've completed it, you will be a motoring god or goddess as the case may be. All kidding aside, once you've learned to control your boat under power, your sailing day will be much more enjoyable.

Details: 0900-1700, November 8th and January 24th, Sausalito, members \$220, non members \$295, (Ultimate members - no charge). Cancellations are free up to 7 days prior to the clinic, thereafter 50%.

Night Sails

This event/seminar is designed to help orient you to night sailing and understanding San Francisco Bay at night. It will expand the scope of your sailing abilities, and allow you to experience the exhilaration of sailing after dark.

Some of the topics we'll cover are: keeping warm, familiarity with the boat i.e. rigging and cabin layout, flashlights, keeping a lookout, acquiring (and losing) night vision, identifying aids to navigation, identifying other vessels at night, identifying channel and harbor entrances, and safety equipment.

By the way, we only run these sails during the winter because it gets dark too late during the rest of the year. Here's the schedule for this season's first two winter's sails. Check 'em out, they're fun!

Details: 1730-2130, November 8th Coyote Point, December 13th Sausalito, January 10th Alameda, February 7th Alameda; members \$60, nonmembers \$80, (Ultimate members - no charge). Call 1-800-343-7245 for reservations. Cancellations are free until seven days prior to the start of class, thereafter 50% of the class cost unless we can fill your spot.



Poke Your Nose Out The Gate

We've been running this one day sail since forever, and it's still one of the most popular trips we offer. So here we go again with another PYNOTG!

— continued on page 14 —

San Juans Cruise

continued from page 1



years ago with my brother-in-law on his powerboat, but I had never been across the Straits of Juan de Fuca or to the San Juan Islands. Some of the crew had been to the San Juans before, but I don't think anyone had ever sailed there.

Everyone seemed to take different flights and one of the crew, Julie Lucchesi, even came up from the bay area by train. Everyone showed up on Sunday morning bright and early to pre-cruise and provision the boat. Provisioning a boat for a week is always a challenge, but provisioning two boats was twice as challenging. By the time we were ready to check out at the grocery store, I think we had accumulated seven shopping carts. After two trips from the store to pick up all of our food, we were ready to go.

Several folks went out to be checked out on the catamarans. For those of us mono-hull sailors, this was quite different. I found the use of two engines to control the boat gave it quite a bit more maneuverability, which was nice in tight quarters. We enjoyed the extra space aboard and the flat ride. We would actually put things down on the galley counter and they would stay there underway, something you could never do on a mono hull, at least not without having to do major cleanup.

By Sunday afternoon we were underway. The water of Puget Sound was bright blue, the sky without a cloud, and a slight breeze of 10 knots. We could see the evergreen lined shores and the

magnificent snow-capped peaks in the distance. We planned to make a short 20 mile run up to Port Ludlow and on Monday morning start early to cross Admiralty Inlet at slack to reduce the effect of the strong currents that often run on the eastern end of the Straits of Juan de Fuca.

It's just not a sailing adventure without some equipment problems. As we motored up to Port Ludlow, we decided to motor sail a bit. As we raised the main and cranked in a single reef, the port winch snapped completely off of its mount. As it turned out, the winch had not been installed with a backing plate, so it was just a matter of time before it pulled out. We were glad it happened in relatively calm seas and with winds less than 20 knots. It would not be much fun to have it snap in the middle of the Straits of Juan de Fuca in a 25+ knots. As the boat only had two winches we decided to leave the main up, not bring out the jib, and just continue to motor sail to Port Ludlow.

We anchored Sunday night in the back bay of Port Ludlow, which is hidden between two islands at the far end of the inlet. As we entered this anchorage, it was so beautiful and perfect we thought we were in a Disney theme park. A couple of other boats were there, but there was plenty of room for the two catamarans with ample swing room. We were in a wide, flat cove surrounded by trees and a few large homes nestled in the pines.

Planning for the trip required that we understand the tides and currents in the area. Some of the places had 9 to 12 foot tides and rip currents above 5 knots at max ebb or flood. It was important to always plan our passage times correctly and calculate enough scope for the anchor. Any mistakes in calculations could put us aground or make for a dangerous passage.

Margaret called Windworks Sunday night to see if they could send someone out to work on the winch. Even though we had rigged a snatch block with some shackles to allow all of the lines to be run from a single



winch, not having that second winch was really inconvenient. A plan was made for a person from Windworks to meet us at noon the following day in Port Townsend. So we had a great meal of grilled lemon chicken and settled down for the night.

In the morning we sailed up around to Port Townsend. The guy from Windworks arrived and got the winch reinstalled. But by now it was mid-afternoon and the tides and the winds were against us for the 30 mile trip to the San Juans. We spent the afternoon exploring this famous seaside village with its maritime history, sailing around Port Townsend and then picking up a mooring ball for the night off of Fort Flagler State Park.

In the morning we were up early to catch the currents and cross Puget Sound at Admiralty Inlet. We could see the fog was thick and we had to cross a very busy shipping lane with no radar on either boat. Margaret contacted the Vessel Traffic Service for the area and gave them our position. They had us monitor channels 13 and 5a as we crossed the traffic lanes. We called them as we entered and then again when we exited. I spoke to a tug captain who had picked us up on his radar and asked us for a course adjustment to make sure we were not going to collide. I found everyone on the VTS system to be helpful and professional as we crossed in the fog. We then followed the 10 fathom line up around Pt. Partridge on Whidbey Island where the fog cleared and the San Juan Islands finally came into view.

We crossed into the San Juan Channel in early afternoon and motor-



sailed up to Indian Cove on Shaw Island, for lunch, a little kayaking, and some dinghy excursions. Some went paddling and a few of us went ashore for a little site seeing. Some of the folks even received their Kayak Paddling (KP1) as well as the much sought after Dinghy Passage Making (DPM) certification.

Late in the afternoon we pulled up our anchors and motored across the channel to the picturesque Friday Harbor. This seaside town is a must for anyone sailing in the San Juan Islands. The harbor master and folks at the marina were very accommodating and helpful. There were showers, shore power, water, and portable pump-outs, which made it convenient for our big catamarans.

In the evening after we all cleaned up, one of the crew who had been to the island before, Web Jordan, arranged for a van to take us to dinner on the other side of the island for a fabulous meal in Roche Harbor. It was great to see, as we had not planned to sail there. After the meal a bus showed up to ferry us back to the boat for a good night sleep.

The next morning it was Wednesday and we were all anxious, and excited to sail. The weather was once again perfect and the wind was 10-15 knots. After a little provisioning, a good breakfast, filling the tanks, and pumping the holding tanks, we were on our

way. It was a perfect reach up the San Juan Channel to Spieden Island and a rendezvous at Jones Island for lunch.

We saw plenty of wildlife and sea life along the way. At one point we

thought we saw an Orca whale. It was not until I got home and received a picture taken by Uwe Haller, also known as Admiral Dinghy (pronounced DIN GEE), that I realized we may have actually seen one.

We then sailed and motored past several small islands through Wasp Passage and Harney Channel to spend the night at Spencer Spit. There were several mooring balls on either side of the spit, so those of us anchoring had to carefully calculate our scope, to allow for swing and for the 12 foot tide that could leave us on the mud in the morning. After tide calculations and analyzing the area we found a place for the two boats for the night. It was a good thing that we planned well, as we actually spun the full 360 degrees in the night due to wind and change of current.

Thursday morning had us heading out early to make sure we were at Deception Pass at slack water. Currents in the narrow inlet can exceed 6 knots. At max current this pass can be like a white water river. We made it to the pass early and stopped for a break in Bowman Bay. This worked perfect as folks could sun, kayak, or dinghy while waiting for the tide to change. Some took boats ashore to visit the state park at the East end of the bay. There were even a few Kayak Paddling (KP2) certifications awarded. KP2 includes the dreaded crew overboard, except when

you're in a kayak by yourself, guess who the COB is.

Well rested and ready to go, we headed out to motor through Deception Pass. Once again our planning paid off. It was a fairly easy trip through this notorious pass, although even at slack there were a few eddies which required our attention. The bridge and the scenery were quite beautiful on another glorious day in the summertime on our cat, *Summertime*.

We spent the rest of the afternoon meandering around the islands of Skaggit Bay to the Saratoga Passage on the east side of Whidbey Island. After some discussion with the helpful harbor master at Langley we found a good anchorage for the night. This location would make a good starting place for us next morning. Some folks went and visited the charming town of Langley



while others took showers and prepared our final meal together. We grilled pork loins and served it with rice and vegetables. We also had plenty of wine to make the meal complete. Stories, laughter, and song rang into the night.

We were up next morning and reluctantly heading home. Some of us thought we should stay longer, or maybe just stay until the weather turned bad. But all good things must eventually come to an end. We sailed down Possession Sound to Puget Sound and back to Shilshole Marina.

It was a perfect trip with perfect weather in a perfect sailing area. As far as I am concerned, you would be hard pressed to beat the great summertime sailing in the San Juans.

News From The Bases

Alameda 'appenings

Welcome (back) to news from our Alameda base! It's been a while since we last reported, almost four years to be exact, but we're back at the helm and ready to go. First and foremost, Fleet Week went off without a hitch and was a huge success. I hope everyone who was able to make it out onto the water had a fabulous time experiencing the extraordinary Blue Angels.

Around the Office: There haven't been too many changes in recent years. In fact, our newest full time employee is Erik Digman, who joined us in Alameda as the head of our maintenance department a year and a half ago. That said, over 70% of our staff either lives in Alameda or Oakland or has grown up here. We know our island, so ask us about local restaurants, bars, and shops to visit either before or after your sail. Also, don't forget to check out all of Northern California's Club Nautique staff at our website on the Bio's page.

Shoreside: In marina news, we have a new Harbor Master, Bill Chase, who has been running operations at Ballena Isle Marina since spring of this year. The marina restaurant is also under new management and is now Chef Mario's Island Lighthouse. The restaurant boasts early bird specials, including a lobster dinner, in addition to live music every Thursday, Friday and Saturday nights starting at 7 pm. So come in for an early board on Friday, eat a hearty dinner and enjoy drinks to live jazz, blues and R & B.

In the Slips: Over the course of the last few years, the Alameda fleet has taken on quite a new look. Eight new boats have entered the fleet since January 2002, three of which are under 34'. Of those three, only one was a Hunter, which is a change, because up until now, BC grads have only had Hunters to choose from out of the wheel steering boats. BC grads and any other experienced sailors, now have a Jeanneau 32' and Gib'Sea 33' to try out. This year

we've also acquired Club Nautique's first Dufour, a 36' vessel, as well as a Jeanneau 37'. So if you haven't had the pleasure of sailing one of these fine vessels come down and do so now, while the weather is still beautiful.

We hope you haven't missed us too sorely, but hope you enjoyed the update and more news to come in following issues. As always happy sailing! By the way, if you have a better title, email it to dforbes@alamedanet.net. If we use it, we'll give you 10% off your next charter out of Alameda. DF/RC

Coyote Pointers by Bill Knight

If variety is the spice of life, then sailing on San Francisco Bay in November must be one of the key ingredients. It's that time of year when the bay undergoes a slow transition into winter. While it may appear that the steady summer breezes are still with us one day, the following day could be perfect for chartering one of the great trawlers available at each location. This kind of variety can only be greeted with the idea that mother nature produces the most pleasant surprises. Controlled drifting on a sailboat or tooling around the bay on a comfortable Club Nautique trawler always beats your best day at the office.

All of the imaginable peaceful thoughts that come to mind on a calm day in the bay make it hard to understand why this condition can be the worst needle in the gut of a sailor. There is always the fear of calm conditions being the calm before the storm. This creates an eerie serenity that could cause any sailor to live up to the motto, "old sailors never die, they just get a little dingy."

In many ways, light air sailing is the most challenging enterprise to embark on. There are a few adjustments that you can make to increase your performance in light air. The first one to consider is the use of larger sails, if available. Use of a larger sail gives you

a great advantage as long as you mind the change in conditions, and are prepared for returning to the smaller sail, should the winds increase. Light air sailing is also an excellent time to practice your spinnaker work. If you're spinnaker qualified and haven't done much spinnaker sailing since becoming qualified, this is the best time to practice your sets, gybes, and douses.

Observing currents becomes a much more important study as the wind decreases. The Bay Area Model offers an educational view of the Bay and Delta current patterns. The Bay Model is a replica of San Francisco Bay with approximate scaled ocean floor topography that shows the currents flowing throughout the bay. It is located at 2100 Bridgeway in Sausalito. The Bay Model is open Tuesday through Saturday, from nine to four. Admission is free, but there is no guarantee the model will be operating. For more information call (415) 332-3870. It is a worthwhile sight for any Bay Area sailor.

Winter Rates begin November 15th. This is an excellent opportunity to sail for very little money and get some sailing time in when the winds are a bit less intense.

I almost forgot to mention we now have **more water at Coyote Point**. The marina and marina entrance have been dredged, so no need to worry whether or not you can get out of or back into your slip.

As we go into winter it is important to remember that sailing is a year round activity here in sunny California. You just have to watch the weather a little more closely. This is actually something every sailor should always do. As a competent, qualified skipper you should be checking the weather, tides, and currents prior to going sailing. The more you know before you go, the more fun you are bound to have once you're out on the water. Any person who charters from Coyote Point can call us before arriving. I'll be happy to print out the

tides and currents for the day and have them ready for you when you arrive.

See you on the bay.

Welcome Aboard Paul & Dave!

In our continuing effort to offer our members the finest products and services, we have added two outstanding people to our staff. We'd like to take this opportunity to introduce Dave Tomlinson and Paul Bernadou to all of our members.

Maybe we should say welcome back to Dave Tomlinson. Dave was originally based in Alameda with Cruising Specialists as Director of Operations. Dave has moved his base to Marina del Rey and is now an owner of Club Nautique, Southern California.

In Dave's words, "Thanks to all of the members and associates who have offered words of congratulation and encouragement. It is very much appreciated. I have been away for Club Nautique for a few years having fun on the Grand Prix circuit, establishing Sydney Yachts in the U.S., supporting Sydney owners, and trying to establish a dealer network for Sydney Yachts in North America. It's been a blast and I've learned tons about new technology used in the construction and racing of grand prix yachts. The travel has been intense and the racing has been fantastic. I've met and made loads of new friends. But, unless you are in the top 10% of this area, you can't expect to be living the life portrayed in the magazines. So when Don Durant called me in February, I was excited about the opportunity to be back with the club. I've been in Marina del Rey since mid-May. So far, it's been fun. The weather is good here a lot longer. We have made a lot of changes to the southern California operation, and there are lots more to come as we wind down 2003 and gear up for '04. If you're a member and visit southern California, stop by and say, "G'day."

Here are some of the changes and plans for the future. If you have any ideas that will make Club Nautique better for our members, please e-mail me at dtomlinson@clubnautique.net.

• We have created a yacht sales division with a joint venture between Sailboats, Inc. and Club Nautique (South). Sailboats, Inc. now represents Beneteau, Caliber, Dufour, Gib'Sea and Mainship Trawlers.

• More social events such as our Saturday Sails and Holiday Party. Check with Paul Bernadou for details.

• Educational cruising classes. What you need with you when you go and where to go when you have it.

• Racing classes aboard the HC50 (it now has wheel steering) and *Bull*, a Sydney 40 full on Grand Prix racing machine, which won the 2002 Transpac race to Hawaii.

• We have a few opportunities in both Newport Beach and Marina del Rey for Colgate 26s to spruce up our trainer fleet.

Paul Bernadou is Club Nautique's new Member Sales and Events Manager in Marina del Rey. He helps people discover an exciting life on the water by demonstrating how easy it is to learn to skipper a boat, and the many benefits to having access to beautiful yachts without having to buy one. He strives to organize events that give members reasons to get out on the water and have fun. "People forget they have the access and capabilities most people only dream of, to sail a yacht! So I like to remind them with fun events, like the Thursday Night and Saturday Sails."

Paul has led a double life for many years. He spent the previous twelve years as an Enterprise Account Manager for IBM. With SoCal Club Nautique's new vision and direction, Paul was presented the opportunity to marry his sales experience and capabilities with his genuine love of sailing. "Selling software to a large company? — Hundreds of thousands of dollars. Shaking the hand of a new Club Nautique student and member, knowing their life will be enriched? — Priceless."

Paul has also been performing music all his life as a guitar player/singer. This means our southern California events have live music, which is always a plus.

"I realize that I'm selling something that truly changes people's lives, something they'll have forever. That something is the confidence, pride and thrill we get with each experience on the water. And to play some great songs after an evening sail and barbecue for some grateful sailors is the best of both lives."

Look for Paul's column in the newsletter for more up and coming events! And come on by and see us!

Sausalito Slop by Chris Warden

The subject of this issue's Slop is how to avoid getting stuck in the mud. This season we had a number of people go aground near the Richardson Bay (formerly Kappa's) Marina entrance. At best this is an inconvenience and a waste of valuable charter time. In what we at Club Nautique Sausalito like to call the "worst case scenario" (yeah, you can quote that one) one skipper recently went aground at night and decided to drop the hook and sleep out the tide. Problem was he overslept and was so late getting back to the dock that we had to charge him a three-hour late fee. That is twenty-five per cent of the day rate per hour or one very expensive night's sleep. Another skipper ended up being charged for repairs to the propeller. There are a number of wrecks on the bottom at this end of Richardson Bay and he found one the hard way!

The channel at our end of the bay is perfectly adequate and was dredged within the last couple of years. The thing is, you have to stay in the channel. And it is a fairly narrow channel. This means if you stop paying close attention for about three seconds and drift outside the channel during low tide, screeeech! MUD BRAKES. Actually, sometimes you don't even feel the boat stopping, but after a few minutes you may wonder why the scenery hasn't changed.

Another factor here is darkness.

— continued on page 10 —

Indian Summer

by Margaret Spencer



Welcome to Ayala Cove on Angel Island. Hey, isn't that our boat down there?

An October weekend sailing to Angel Island was an Indian summer delight with sunny days, warm breezes and great views. Mid-afternoon on *Free Spirit* after a day of sailing we pulled in to the docks to meet our other Club boats and explore the bay where Miwok Indians once lived and fished. By late afternoon the modern 21st century explorers had left and the local residents began wandering down into the park — a herd of small deer (including fawns) and foraging fat raccoons! I bet that's

why they call it Raccoon Strait! (*You would lose that bet. It's named after Ayala's ship. Ed.*)



At dusk, rather than grab a mooring, we decided to anchor out, where

we were joined by *Feije* and crew. A great dinner cooked aboard, a quiet night at anchor, and Sunday morning we are up and on the island, hiking the steeper route of the old trail to the top of the island. Passing through woods and sunny open trails with great views, we reached the peak of Mt. Livermore — what a view! All of San Francisco Bay lies below, a 360° panorama. Mt. Tam looks closer from here. All three bridges are in clear view. We are so high we can see all of Richardson's Bay, over the top of Tiburon and into Strawberry Cove.

Hey, that *is* our boat down there!



Fleet Notebook

by Don Durant

Jeanneau 37 — *Sea Vous Play*

Since our formal evolution from a sailing school into a club in 1980, Club Nautique has taken pride in the freshness of its fleet, and even more so in the high standards to which the boats are fitted out. *Sea Vous Play* continues the tradition as one of our smallest offshore equipped yachts.

Like all Jeanneaus from 35 feet up, the 37 is Category A (unlimited ocean) certified by the International Marine Certification Institute. This certification, coupled with the extremely strong structure resulting from Jeanneau's traditional (panless) grid which is hand built into the actual hull lay-up, gives one the confidence to head to sea with this 37 footer.

Club Nautique has a nicely expanding fleet of Jeanneaus to choose from now, including the following models: 32, 34, 36.2, 37, 40, 40DS, 43DS and 52.2. All models have proven to be more popular than average for their size and we expect the 37, particularly since it's offshore equipped, to be no exception.

The 37 bears a family resemblance to the rest of the line,
w i t h



classic good looks, a conventional rig, and a varnished teak interior. The floor plan, as you can see from the drawing, is straightforward with staterooms forward and aft. The head is large, bright, and importantly, boasts a completely isolated shower stall. No shower curtain here. We're talkin' glass partition and glass door (safety glass of course).

There's an excellent navigation station with a forward facing chart table, a settee forward of that, and the typical dinette to starboard, which converts into another double berth. The galley is a generous L-shaped affair equipped with a propane stove with oven, refrigeration, and double stainless steel sink.

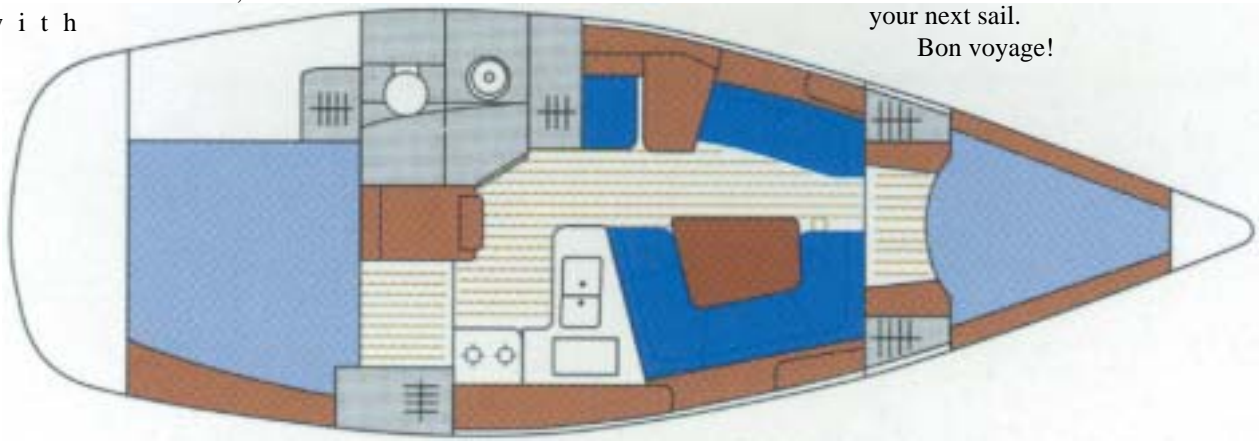
The engine is upgraded from the standard 27 hp model to a 40 hp Volvo, which really scoots.

Under sail, you'll find the Sun Odyssey 37 to be quite capable on all points of sail, stiff enough for San Francisco Bay's typical summer blows and agile enough for midwinter zephyrs. Here helm is light to the touch and precise, effortlessly directing the boat exactly where you point it.

The electronics are extensive, as with all Club offshore boats and include a full Raymarine suite. The radar interfaces with the GPS plotter and can be viewed at the helm, the chart table, or both. Because of the interface, you have the choice of displaying the radar, the chart plotter, or overlaying the radar display over the GPS chart display — a great feature for helping to identify exactly what that blotch is you're seeing on the radar screen.

Sea Vous Play also has a knotmeter, fathometer, log, windpoint/wind-speed, EPIRB, VHF radiotelephone and the ever popular autopilot, which of course can be programmed to steer a compass course, a wind course, or to follow your waypoint list. It's so easy, you now have no excuse for not picking up the phone and booking her for your next sail.

Bon voyage!



SPECIFICATIONS

LOA	37' 4"			Engine	Volvo FWC Diesel
LOD	35' 11"	Ballast	4,057 lbs.	Horsepower	40
LWL	31' 9"	Sail Area	622 sq. ft.	Diesel	36 gal.
Beam	12' 1"	Staterooms	2	Water	85 gal.
Draft	6' 4"	Berths	7	Certification	A (Ocean)
Displacement	13,448 lbs.	Maximum Headroom	6' 3"	Designer	J. Fauroux

From The Bases

continued from page 7

The markers at this end of the channel are not lighted, nor are they maintained by the Coast Guard. So until you have been out and back a number of times during daylight it is probably not a good idea to try it at night, at least not without a good flashlight or searchlight.

As you leave our harbor and turn right you'll notice the first two channel markers are on the red side of the channel only. You then come to a set of red and green markers. So far so good, I have never seen anyone go aground this close to the harbor. At the red and green set of markers you turn right again and this is where it gets tricky. The next set of red and green is not for about half a mile down the channel. About half way to this next set, there is a set of channel markers which mark an intersecting channel. These two pilings are in line with the channel you are navigating. Use them as you would a red channel marker and stay close to them leaving them on your port side. This area is where we see the majority of groundings.

If you have made it this far the rest is easy. Keep in mind that you need to line up the entire boat with the channel markers, not just the bow. In other words look astern from time to time and line up the stern of the boat with the channel markers that are behind you as well as lining up the bow with the channel markers in front of you. It is possible to be just outside the channel, while when looking forward it appears that you are right in line with the upcoming markers.

I realize that this probably makes very little sense without a visual reference so feel free to ask us about the channel next time you are in Sausalito.

Happy chartering.

Newport News

by Capt. Bob Duck

Fall "Tune-Up" Regatta starts the season!

A thick fog covered the harbor in

the early morning. As a seagull silently watched over the marina, an occasional splashing sound could be heard among the boats resting in their slips. It was the sound of swim fins breaking the water's surface as Master Diver Simon went about cleaning the bottoms of the Club Nautique boats that would be sailing later in the day.

Out of the "glim" there appeared a lone figure on the docks. (Definition: "glim"- the happy side of fog, as opposed to "glum"- the not-so-happy side of fog). It was Mariano Merlan, "Dockmaster Extraordinaire" making his morning rounds as he prepared each craft for the coming event. Eventually, the smell of hot, brewing coffee permeated the docks. As the fog started to dissipate, that seagull took to the air in search of the day's feed or to do battle with the wily seamalope.

It was Saturday morning, the 27th of September, the start of the regatta season at Club Nautique's Newport Beach Base. The first event, the Fall "Tune-Up" Regatta was about to begin! At 0900 hours, the footsteps and mutterings of a group of river pirates could be heard as the cream of regatta society appeared on the docks to partake at the breakfast table. By ones and twos, they sauntered down the gangway, old friends and new, looking to reacquaint themselves with this exciting venue for enjoying our great sport of sailing. Much talking and milling about smartly ensued as everyone got to meet everyone else, while wondering what the Crafty Mallard had in store for this fine day!

At 0930 hours, Crafty Mallard appeared with his distinguished race committee members, and the Skippers' Meeting commenced. He explained, that due to a Corps of Engineers dredging project in the lower bay, the first race would be held in the upper part of the harbor, a second and third race would be held outside on the ocean. The details unfolded, questions were asked and answers were given. Then the participants divided into three teams and manned their boats.

The fleet rendezvoused in the turning basin just off the docks, while the committee boat, *Gina Maria*, went about setting the starting line. The wind was starting to come up, but was still very light (about 6 knots) out of the west. The first course was a 3.1 mile track that took the fleet around various race markers which are permanently set in the harbor for such purpose. It was slow going in the light air as the three boats tried to outmaneuver each other in their quest to get ahead.

Finally the boats rounded the first mark behind Lido Isle and set off for the second mark off Collins Island. However, when the lead boats approached Collins Island, the second mark was nowhere to be seen! The dredging company had removed it earlier that morning for reasons of their own, which left our racing boats in a quandary. Since the race was no longer a race, the race committee cancelled it and ordered all boats back to the marina for a change of plan.

A meeting was held on the dock where the race committee announced that the rest of the day's events would be held in the upper harbor because the wind was too light to complete a course outside on the ocean. All participants would be divided into two teams and two Hunters would be used to create a two-race match racing event with each team on their respective boat for the first race and then switching boats for the second race. The teams were as follows:

Team A: Ron Beach, Amy Garrard, Remy Hanes, James Manifold, Stacy Miller, Janie Pageau, Phil Pageau.

Team B: Paul Barnadou, Evelyn Blainn, William Daley, Katie Oliphant, Carl Oliphant, Heinz Rose, Rich Shipp.

The Race Committee consisted of Ron Kent (owner/skipper of *Gina Marie*), Paul Curtis, Sharon Delury, Greg Sachwell and the Crafty Mallard.

A 2.5 mile course was set and the competing boats were *Vested Interest* (Hunter 340) and *Kari Lyn* (Hunter

— continued on page 15 —

Club Nautique Events Calendar

November

- 1 Jury Rig Seminar – A
- 1 PYNOTG – S
- 2 Charter Orientation - S
- 8 Motoring Clinic – S
- 8 Night Sailing Seminar – C
- 10 Baja Return - M, N
- 15 Explore The Bay - S
- 15 Radar/GPS Seminar - M
- 15 Newport Cup 2 - N
- 19 Northern Calif. bases - Closed
Wednesdays thru March 15th
- 22 Diesel Seminar - A
- 22 Saturday Sail and BBQ - M
- 27 Thanksgiving – Closed
- 28 BCs to Catalina - M
- 29 Radar Clinic – A
- 30 PYNOTG - S

December

- 6 Knots for Sailors – A
- 6 Lighted Ship Parade - A
- 8 Full Moon Sail - S
- 13 Heavy Weather Seminar – A
- 13 Night Sailing Seminar - S
- 13 Newport Cup 3 – N
- 13 Charter Orientation - S
- 20 Holiday Sail and Dinner - M
- 23-30 Holidays – Bases Closed

January

- 6 Full Moon Sail - A
- 10 Night Sailing Seminar - A
- 16 Offshore Night Sail – S
- 17 Radar/GPS – M
- 17-18 CYC Midwinter Races - S
- 23 Motoring Clinic – S
- 24 Newport Cup 4 - N
- 31 PYNOTG - S

30-2/8 Northern California Boat Show
- Alameda County Fairgrounds,
Pleasanton

February

- 7 Diesel Seminar – A
- 7 Night Sailing Seminar - A
- 14 Knots for Sailors – A
- 14 Boat Systems Seminar – M
- 21-22 CYC Midwinter Races - S
- 28 Newport Cup 5 - N

March

- 27 Newport Cup 6 - N

A = Alameda

C = Coyote Point

M = Marina del Rey

N = Newport Beach

S = Sausalito

(CS) = CharterShare available

Subject to change. Call Club for
details.

Online Store Now Open

Club Nautique's online store is open for business. Check us out at <http://clubnautique.net/cgi-bin/ccp5/cp-app.cgi>. Or just go to the Northern California home page and click on the link. You pay purchase lessons, books, and gift certificates with (hats, seabags, and other gear soon to follow). If there is a specific item you think we should stock drop us a line at jdahle@clubnautique.net.

From The Helm

continued from page 1

of Alameda. We are of course, quite proud and not the least bit humble, about the fact that Tom and Mike are the only instructors with US SAILING's highest instructor certification. Good work guys!

Results Already! — Big congratulations to Marina del Rey member Bob Wyka for obtaining his US SAILING Offshore Passage Making Certification in September. Bob worked very hard and is now officially Club Nautique, Marina del Rey's first certified OPM member. Good work Bob!

See you on the water!

Trainer For Sale



As we update the Basic Keelboat training fleet with new Colgate 26s, we are selling off a few of our other trainers. We only have one left. Here's an opportunity to own a very nice small boat at a very attractive price.

Our last boat is a Santana 525. It has a full compliment of USCG required equipment, sails, outboard, trailer, and more. \$6000. Call Rick 510-865-4700

Sea Stories Wanted!

News Nautique is published bi-monthly by Club Nautique, Inc. and delivered via First Class Mail to members. Forward editorial submissions to:

Editor, News Nautique

1150 Ballena Blvd., Suite 161
Alameda, CA 94501
fax (510) 865-3851
rnicastr@clubnautique.net

Preferred format is MS Word for Mac.

Photographs should be identified for proper credit. Authors of published submissions will receive Club Nautique Boating Bucks good towards charter, services and merchandise from the club.

CharterShare News

by Margaret Spencer

Sailing Fun — We jazzed it up at the Catalina Jazz Festival, sailed the bay with the Big Boat racers, and played the Nav Rally game! We're ready now for winter sailing fun and excitement. Come join Club Nautique sailors for excitement on the water and something different. Sail with us in CharterShare events, have fun, meet other sailors, and build your crew and list of sailing friends.

Celebrate the Christmas Holidays sailing with us in the **Lighted Ship Parades** in Sausalito or the Oakland Estuary. Sail early and help us decorate a CharterShare boat. Then join in the parade and parties.

Sailing along on **Moonlight Bay** — food, fun, and a romantic evening sail on our Full Moon nights on the bay. Bring your sweetie or yourself and find the magic of an evening on the water, moonlight, city lights, and stars.



WOW! Women on the Water. Come out and join your Sailing Sisters on the bay for a day of fun. Novice or offshore sailor, racer or cruiser? No problem. We all have a great time. Our regular series of sailing events continues this winter. We sail the bay, raft up for lunch, and sail, sail, sail, for the afternoon. Some of our events have a focus on practice and skills such as crew overboard, helmsmanship, sail trim,



chart practice, race tactics, or docking. Go girl; let's go play!

Racers — Fast Fun! The excitement continues this winter as yacht clubs begin organizing their winter series. Join our crew for individual or multiple races with a coach on board. Sign on for the series or selected races. No experience is necessary to sail on a club-skipped boat. And check out the Corinthian Yacht Club Midwinters. It's two weekends of sailing competition and parties. We had a great time last year, and are ready for the starting line.

Warm up this season on our **Cuisine Tours**, a brisk sail and lunch or dinner at a great waterfront watering hole. Sail with us on our CharterShare boats, or charter a boat of your own and rendezvous with us for a wonderful meal.

Can you find your way to the secret destination? Our **Nav Rally** was

such a success that we are bringing back the games this winter. Join our CharterShare team for a fun sailing day and lighthearted competition navigating on San Francisco Bay, or charter a boat and bring your own team for fun and prizes. CoNav or nav experi-

ence is not required to join in.

Do you want to warm up on a sunny, **overseas sailing adventure**? Long for palm trees, beaches, and warm breezes? Stay tuned for exciting new **Club Nautique sailing flotilla** destinations around the world. Guess what surprises we have in store.

More CharterShare events are being added to the calendar, so watch our website and your email for upcoming sailing excitement. Add your email address to the list on our website for updates on events and surprises. All club events are individually priced. Check out the Events Calendar in the newsletter or on our website for more dates and details, or contact Margaret at 1-800-343-7245 ext. 24 or mspencer@clubnautique.net.

Please remember cancellations are accepted for single day events 7 days in advance of the event without penalty. Cancellations are accepted for multi-day events 14 days in advance of the event without penalty. Multi-day events out of the San Francisco area may require more notification for cancellation. Cancellations made after the designated time period will be assessed a fee. As always, if we can fill your spot there will be no fee.

Don't be left on the dock! Let's go sailing!



Charter Chatter

by Rebecca Carpenter & David Forbes

Time to get out there and try something new! Croatia, a sailing hot spot you may not have heard about, is waiting to be explored by you. Once part of the former Yugoslavia, Croatia has a beautiful coastline on the Adriatic Sea that is protected by a plethora of islands. For those who may be geographically challenged, imagine standing in Italy, facing east, then leap the 80 or so miles across a big body of water (the Adriatic) and you'd be in Croatia.

The Dalmatian Coast, as it's known, has an extremely rich history. Stretching to almost 6,000 km, the biggest decision will be where to stop. Walking tours are recommended, as many areas are well preserved. A popular destination is the summer palace of the Roman emperor Diocletian, in the town of Split. Try the hike up to the fort protecting the town of Hvar (Croatian is a language that most assuredly should buy some vowels!). Keep in mind it can be a little jarring to see these beautiful old structures sometimes cheek by jowl with the vast concrete apartment blocks that are so typical in former Eastern bloc countries.

One of the characteristics that makes sailing Croatia wonderful is the seemingly infinite number of islands to sail around. There are in fact over 1,100 islands, only 70 of which are populated. Each of these islands houses many well-sheltered harbors and a town to which you can generally tie up stern-to. Each island also has its own distinctive character and reason for visiting; Brac is where the marble used to build the



photo by David Forbes

White House was quarried, Vis has many wineries, Hvar is famous for its lavender. There are also several U-boat pens left over from the Second World War that make fascinating visits. Whether one harbor is too crowded for your taste or you just want to see them all, you'll never run out of new marinas to visit.

Croatian is the official language, but most restaurant waiters (among others, including cab drivers) speak some of at least four languages (Croatian, German, English and Italian). The majority of Croatians speak English and many of them fluently.

The sailing is fabulous and the temperatures, both air and sea are glorious in June, July and August. Overall, the yearly climate is extremely mild, especially around the coastal region. Temperatures hover in the upper 60s to upper 70s from April through June, and then jump into the 80s through September before cooling down again in October. With an average of 260 days of sunlight yearly, Croatia is also one of the sunniest destinations in Europe!!

Take advantage of the beautiful weather and rich history of Croatia. There is a strong maritime tradition appar-

ent today by the large amount of merchant shipping and interisland ferry traffic. This is also noticeable by the large number of sailors, both local and visiting; participate along with them on your own bareboat charter. For a first hand account of sailing in Croatia, contact David Forbes, at our Alameda base (or via email: dforbes@clubnautique.net), who had the pleasure of vacationing there with his family this past July.



photo by David Forbes

Seminars & Cruises

continued from page 3

This daysail was originally established to give folks a chance to sail outside the gate without having to get involved in the offshore program. It's a terrific way to spend a day sailing the blue Pacific with a Club Nautique instructor aboard. No certification is required, just a desire to discover the delights of sailing beyond the bay.

Board your boat in Sausalito at 0830, sail out the Gate and around the San Francisco sea buoy (if possible), located 11 miles west of Mile Rock and return early that evening (depending on tides and currents).

Call us at 800-343-7245 for information or to register. Due to regulations beyond our control we must limit the number of crew to six. However, if there is enough demand we will try to accommodate by adding another boat.

One last thing, a PFD and a harness with tether are mandatory. Please make sure you bring them with you.

Details: 0830 - 1700, November 30th and January 31st, Sausalito, members \$145, nonmembers \$195. Cancellations: Up to 7 days in advance no charge. Thereafter 50% unless we can fill your spot.

Radar Clinic

Ask any experienced navigator which instrument they value most, GPS or radar, and almost universally the answer will be radar. It is the most powerful electronic navigation tool on most boats and few of us really know how to use it. Here's your chance to learn.

This one day clinic is designed to introduce you to the proper use of radar. We will start in the classroom reviewing the various functions of the radar and how to apply them. Then we'll go out on *Mokulani*, our 39' trawler and apply those theories through practical experience. You will discover how to navigate with radar using one, two and three bearing fixes. You will learn how to discern buoys from vessels and track vessels to determine if you are on a col-

lision course.

Details: 0900 - November 29th, Alameda, members \$175.00, nonmembers 220, (Ultimate members - no charge). Cancellations: Up to 7 days in advance no charge. Thereafter 50% unless we can fill your spot. Register today or call if you have questions, 800-343-7245.

BCs to Catalina

Got your BC Certification? Need that time on the water? Need to practice your skills and gain confidence for your bareboat? Well, you can do all that, plus enjoy the immense pleasure of Catalina Island in the fall. This is the time of year the real cruisers love on the island. The crowds are gone, the weather is perfect and the water is crystal clear. BCs to Catalina afford BC certified members the opportunity to sail with a Club Nautique instructor for guidance and support. The crew makes all of the decisions, from plotting the course, to watch schedules, to provisioning the boat. We pre-board Thursday for three action packed days of fun and learning. Don't miss some of the best weather and the finest sailing conditions of the year in southern California.

Details: November 28-30 (pre-boards 11/27), Cost: \$445. For more information and to make reservations, call 877-477-7245 today! Or email Paul Bernadou at pbernadou@clubnautique.net in Marina del Rey.

Radar/GPS Clinic

You think you can't get excited about this? Just wait until the day the fog sits down on you in the middle of the shipping channel, the horns are blaring left and right, but no one can remember the proper signals, and the works of Edgar Allen Poe and Stephen King steal into your mind.

The Radar/GPS Clinic offers six hours of instruction in the many ways to use radar as an effective aid to navigation. Many of you who charter regularly are marginally familiar with radar. You turn it on, think, "Whoa, look, I see something." And that's about it.

Check it out. Radar is an incredible navigation and safety tool that should be right at hand in your personal boating arsenal. The clinic will explore the basics, as well as the more refined uses of radar (for instance, how to tell a buoy from a ship), and the many ways it can give you not only safe passage, but peace of mind.

The clinic includes instruction on the use of GPS systems, the integration of GPS systems with radar, and various other factors that may affect navigation, including the uses of the fathometer, knot meter and chart plotter.

Details: Dates: Marina del Rey, November 15th, January 17th, 1000-1600, members \$243. Please call 310-822-4478 or 877-477-SAIL now to book your spot.

Saturday Afternoon Shine

Oh, we enjoyed a good run of Thursday Night Sails this summer. Now that we've enjoyed the last one until next spring, they will be replaced with our Saturday Sails. (They have to be a lot smarter than that to keep us from sailing.) The first of the Saturday Sails will be in Marina del Rey on November 22nd.

Arrive at the club at 1430 to be assigned to your boat. Arrive back at the docks around 1730 and as always, up to the Pacific Mariners' Yacht Club for cheeseburgers in paradise, drinks and some great sailing songs performed by Paul Bernadou. Price is \$25 per person. Bar is not hosted. Call 310-822-4478 for reservations.

The Newport Get-Away

For some strange, unexplained, unfathomable reason, people seem to think when the Labor Day weekend is over, sailing doesn't start again until spring. WRONG!!

At our Newport Beach Base we find the best sailing weather and wind is prevalent from October through March, which means the fun is not over, folks — it's just begun! The harbor is free of summer clutter, the San Pedro Channel is host to wonderful westerlies and Catalina is beckoning! It's a great

time to get out and, as Kenneth Graham so aptly wrote, “simply go messing about in boats.”

Here’s what you can do! Come on down for a mini-vacation! You can:

§ Daysail in Newport Harbor on the new Colgate 26, *Windtalker*. See the sights in the harbor, practice your skills, and then return to the docks for a night on the town.

§ Charter a larger boat, daysail in the harbor, or go outside and do some coastwise sailing between Long Beach and Dana Point. You can even stop in at these places, get a guest slip in advance, enjoy a fine dinner ashore, stay overnight on the boat and sail back the next day.

§ Join in our Newport Cup Series of regattas where you meet new people and have a lot of fun!

§ Charter for a weekend to Catalina.

Did you know that:

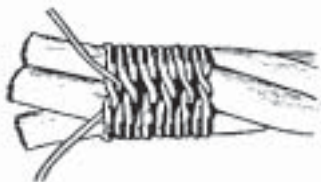
§ Within walking distance of our base, we have over 15 fine restaurants and a movie theater.

§ Within a five minute drive, we have the Newport Beach Yacht Club where Club Nautique members are welcome.

§ Within a ten minute drive, we have Fashion Island, a terrific shopping center that offers fine restaurants, retail stores, and entertainment venues.

§ Within a 15-minute drive, we have South Coast Plaza, perhaps the finest shopping and entertainment complex in Southern California.

Club Nautique offers a perfect location for you to plan a sailing mini-vacation where you design your own pursuit of pleasurable things to do. Don’t let what some landlubbers call the “off season” keep you off the water! Come on down to Newport and live a little! Call 949-675-7100 and say, “I want to go sailing and get away!”



From The Bases

continued from page 10

380). Both races were nip and tuck as the crews did an excellent job of tactics, sailing performance, and stealth maneuvering. Under the calm, courteous conduct of all hands, there lurked a cauldron of high competitive pressure which pitted boat against boat in the never-ending pursuit of “I’m faster than you are!”

At the start of the second match race, both teams were given a sealed envelope which they could not open until the actual start signal was sounded. Inside was a list of questions, which had to be answered and submitted to the race committee upon returning to the docks. So, not only did the second match race require concentration, but also the crews were double taxed with having to think about answers to those blasted, weird, and challenging questions. (Another chance for the Mallard to drive them mad!)

Here’s an example: “Is it prudent to tie a monkey’s fist to the end of a heaving line for the purpose of saving a man overboard?” Answer choices: “yes” / “no” / “yes-under the proper circumstances”

Next question: “How would the monkey feel about that?” Answer choices: “gratified that he helped save someone” / “ticked off.”

After the boats were secured, all hands repaired to the “Back Room” at the Camelot Restaurant for Happy Hour where another grand and sumptuous dinner awaited the thirsty and hungry sailors.

Later in the evening, the awards were presented as follows:

Race 1 winner: Team B on *Vested Interest* with a time of 51.61 minutes corrected vs. 51.75 for *Kari Lyn*.

Race 2 winner: Team A on *Vested Interest* with a time of 63.75 minutes corrected vs. 64.06 for *Kari Lyn*.

So, Team B won the first race, and Team A won the second race. The winners received a glass mug engraved with the club pennant and all

participants received the coveted Club Nautique engraved crystal shot glass — a most sought after collector’s item!

The dinner was great and the camaraderie outstanding! Everyone had a blast and much of the talk centered on the next regattas. Well, here is the schedule:

- Saturday, November 15, 2003 — The Pumpkin Tack-About Regatta

- Saturday, December 13, 2003 — Holiday Stealth Regatta & Christmas Party

- Saturday, January 31, 2004 — The Winter Muck-About Regatta

- Saturday, February 28, 2004 — The Mallard Mystery Regatta

- Saturday, March 27, 2004 — The Spring Blast Regatta

Don’t miss these great events! Space will be limited, so get your reservations in early!

Web Site Update

The procedure for logging into the **Members-Only Area** on the club web site has been simplified. Now you may register using the new web sign-up at http://clubnautique.net/northern_cal/home/members_only.html. The form allows you to choose your own username and password and it only needs to be filled out once.

When you submit the form, you will receive an email confirming the name and password you submitted. The email also states your membership must be verified and to allow up to 24 hours for approval. Generally the verification period will be much shorter.

You will receive an email when your membership has been verified. Then you only need to log in using the name and password you have chosen.

Also, we simplified the procedure for using the forums. Guests can now view and reply to postings. You do not need to register as a Forum Member, although this has many benefits when communicating with other members.

If you have any questions please email: mis@clubnautique.net.



Club Nautique

1150 Ballena Blvd., Suite 161
Alameda, California 94501 USA

First Class Mail

Forward & Address Correction

Winter Reminders

Winter is approaching, and with it cheaper rates. From November 15th-March 15th you **save 20%** off summer rates... and if you filled up your sailing passport, you can practically sail free.

The club will be closed the following dates:

- November 27th, Thanksgiving
- December 23-30

We'll also be closed on Wednesdays from November 15th through March 15th. If you want to charter during these days, please call ahead and we'll be happy to set it up.

Since we're talking about winter, this seems like a good time to remind everyone of our winter weather policy: Generally we will run a class rain or shine. Classes will meet, cover the lecture material and assess the weather once it's time to get out on the water. Instructors will not continue the class if the conditions are unsafe or if everyone will be miserable. We want your class to be enjoyable.

That said, you simply can't forecast the weather from home. It could be coming down in buckets there and be clear and sunny here. Likewise, it can be pouring Saturday at 0800 and be great sailing weather by 1200. We've learned from experience not to cancel classes early. Boats are scheduled and instructors and students have arranged their time. We 'll do everything possible not to disappoint anyone.

While we're on the subject of classes, let's cover just one more thing. Why do we assess a rescheduling fee for canceling a class with less than 7 days notice when many memberships include the class for free? It's really quite simple. Class positions are like airline seats, a 100% perishable commodity. Empty positions are worthless once class starts. Memberships are priced based on the experiential cost of providing the training included. Running classes with empty positions drives that cost through the roof, and

with it the club's overhead, which you as a member ultimately pay for.

Our part of the bargain is to provide quality instruction. Your part is to show up for the classes you book, prepared and ready to give it your best. We know people get sick, get sent out of town on business, etc. However, we have no control over that and cannot accept responsibility for it. And we can't allow those problems to cost our members at large more money through increased charter rates or dues.

We hate charging these fees. They don't begin to cover the real cost and it upsets you and us. The bottom line here is, if you book a class, show up for it prepared to give it your all and we'll do the same. If you're not going to be able to make it, let us know at least a week ahead of time. If you can't give us a week, let us know anyway and we'll try our best to fill your slot. If we do, we will not assess a late charge.

Thanks for you cooperation.